



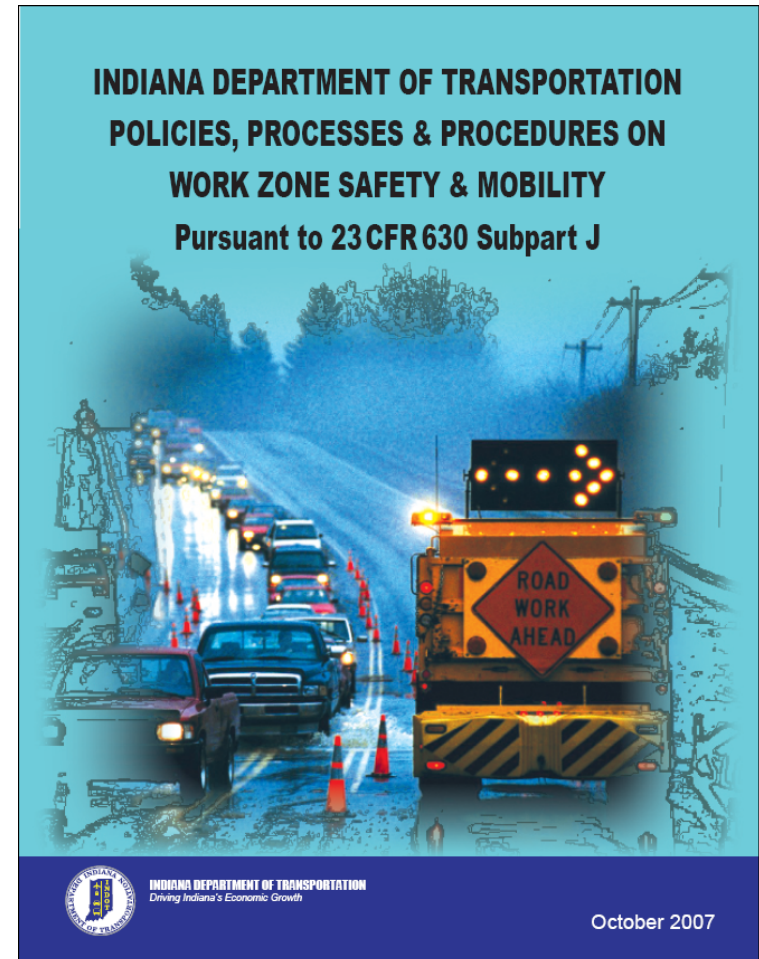
Policies, Processes & Procedures on Work Zone Safety & Mobility

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INDOT's Work Zone Policy Statement

- “Policies, Processes & Procedures on Work Zone Safety & Mobility” was submitted to the FHWA on October 4, 2007
- FHWA concurred that INDOT was in compliance in letter dated October 15, 2007
- The complete document is downloadable, along with other safety information from the INDOT website at this address:

<http://www.in.gov/indot/7316.htm>



Policies, Processes & Procedures on Work Zone Safety & Mobility

Policies

- **All work zones in Indiana must conform to:**
 - **Part 6 of the Manual on Uniform Traffic Control Devices**
- **Additionally, Contracted and Permitted Work must meet:**
 - **Standard Specifications**
 - **Standard Drawings**
- **In-house Maintenance Work must adhere to INDOT's Work Zone Safety Manual**



Policies, Processes & Procedures on Work Zone Safety & Mobility

Policies

Interstate Work Zone's

- Must satisfy the Interstate Lane Closure Policy
- Developed to reduce crashes and travel time in work zones.
- Provides pre-approved lane closure schedules for each and every segment of interstate highway.
- Addresses limits on queuing and delays based on threshold queuing values.



Policies, Processes & Procedures on Work Zone Safety & Mobility

Policies

Significant Projects

- A project that is anticipated to cause sustained work zone impacts greater than what is considered tolerable based on INDOT policy and or engineering judgment
- Once designated as “Significant” a work zone receives formal Traffic Management Planning (interstate and off-interstate)



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Policies

Significant Project Specifically defined as:

- By the federal rule; *Any interstate project in a Transportation Management Area that occupies a location for more than three days with continuous or intermittent lane closures.*
- By the INDOT Design Manual; *A project that is new construction or major reconstruction and exhibits high traffic volume.*
- Also by the Design Manual; *A project meets one or more than one of six other factors described in the Design Manual and is new construction or major reconstruction or exhibits high traffic volumes.*
- Includes Off-Interstate Work Zones



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Policies

Local Federal-Aid Projects

Agreements will stipulate conformance to all
INDOT work zone policies and procedures



Policies, Processes & Procedures on Work Zone Safety & Mobility

New Training Program

- **Advanced Work Zone Management (NHI)**
 - Will assist in TMP efforts
 - Production, Traffic Control Systems, Construction Management and District Traffic
- **Design and Operation of Work Zone Traffic Control (NHI)**
 - Will assist in TTCP preparation
 - In-house Production, Construction Management and District Traffic
- **QUEWZ98- Production offices & District Traffic personnel for waivers and impact**



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Transportation Management Plans

- **Significant projects will require formal Transportation Management Plans**
 - **Formal TMP's have three components:**
 - Temporary Traffic Control Plan
 - Traffic Operation Plan
 - Public Information Plan
 - **Exceptions to the formal TMP requirement may be granted via waivers**
 - To be approved by the FHWA for projects that automatically qualify
 - Otherwise approved by the DCHM.



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Transportation Management Plans

- **Temporary Traffic Control Plans**
 - Includes all devices used for temporary traffic control
 - Barrels, cones, vertical panels, etc.
 - Standard signs
 - Changeable Message signs
 - Temporary tape and paint
 - Temporary concrete barriers
 - Any other TTC devices.



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Transportation Management Plans

■ Traffic Operations Plan

- Specifies how traffic will move through or around the work zone**
- Will maximize safety**
- Will minimize queueing and delay**
- May include:**
 - Police patrols**
 - Detours**
 - Use of improved shoulders**
 - Strategic ramp closures to limit weaving**
 - Etc.**



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Transportation Management Plans

■ Public Information Plan

- Measures taken to inform the public what the current conditions are and the best alternative routes available
- May include
 - Public meetings prior to the start of construction
 - Daily press releases
 - Brochures in rest areas
 - Website information
 - Variable Message Signing
 - Other measures in the future - the 511 system



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Non-significant projects only require the Temporary Traffic Control Plan element

Contract bidding of TMP's will, generally, continue be Method Based (as opposed to Performance Based)



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Significant Project Determination Implementation Dates

All projects not to:

**the design hearing of plan development by Jan. 1, 2008,
or**

with a letting date after June 1, 2008

**will require a significant project determination
and either a formal TMP or an approved
variance, if applicable.**



Changes in the Interstate Lane Closure Policy

ILCP Background

- **Developed to reduce crashes and travel time in work zones**
- **Task group began work in 2001**
- **Adopted in 2003**
- **To be followed by planners, designers and implementers of interstate lane closures**
- **Two versions**
 - **Contracted Work**
 - **In-house Maintenance Activities**



Changes in the Interstate Lane Closure Policy

Current Policy

ILCP Purpose

- **Establishes acceptable queuing**
 - 1.0 miles or less is acceptable
 - 1.0 miles to 1.5 miles is acceptable for up to two hours
 - over 1.5 miles is unacceptable
- **Contains Pre-approved lane closure schedules to met this goal**

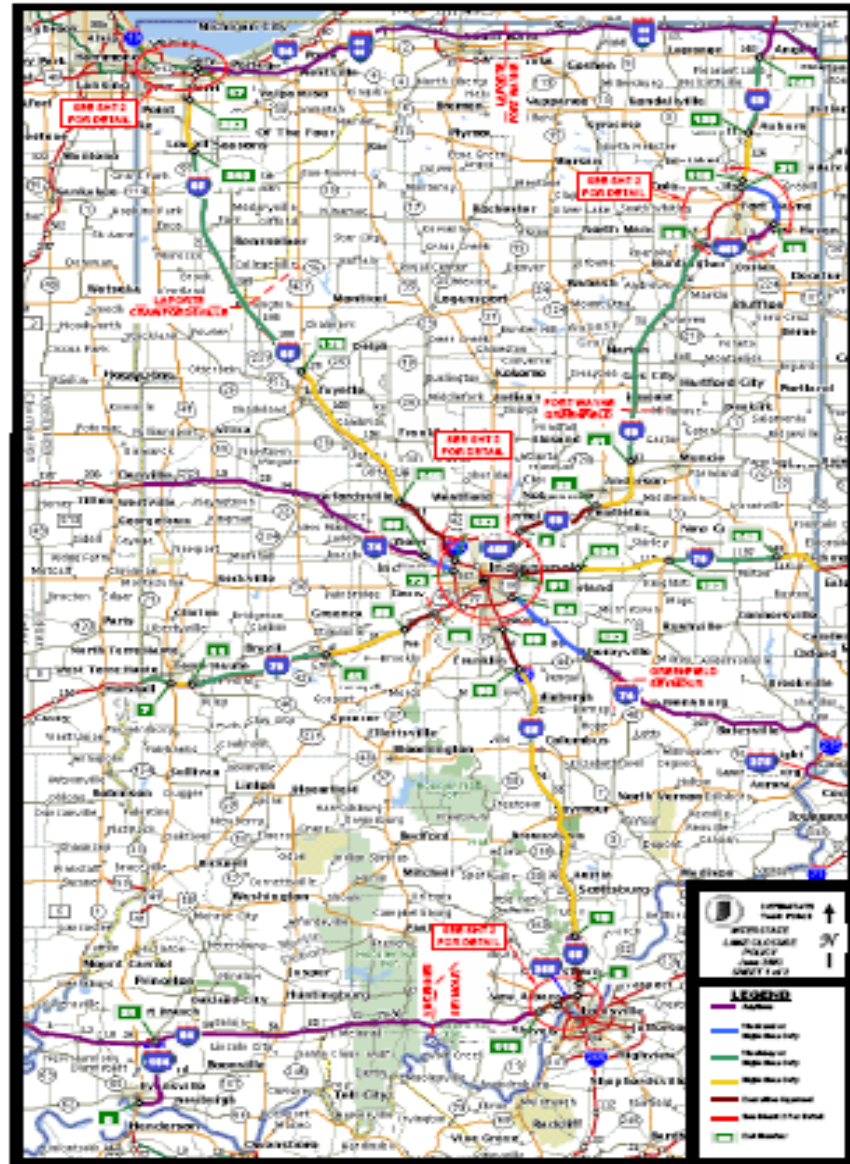


Changes in the Interstate Lane Closure Policy

Current Policy:

Statewide Pre-Approved Closure Schedules

- ☐ Anytime
- ☐ Weekend or Nighttime Only
- ☐ Weekday or Nighttime Only
- ☐ Nighttime Only
- ☐ Executive Approval
- ☐ Min. 3 Lanes/Dir All Times
- ☐ Min. 2 Lanes/Dir All Times



Changes in the Interstate Lane Closure Policy

Current Policy: Non-Compliant Work

- **Construction activities require:**
 - Queue analysis
 - Acceptable queuing – proceed with project development
 - Unacceptable queueing – submit a waiver request
 - A traffic management plan
- **Emergency Repairs- waivers not required**



Changes in the Interstate Lane Closure Policy

Proposed Changes

- **Combine the Contracted Work and Maintenance Activity Policies into one**
 - Still allows for different treatment of
 - Non-compliant work.
 - Monitoring of work zone and queues
- **Clarification**
 - Time descriptions refer to single lane closures
 - Waiver requests
 - Construction waivers approved by the DCHM
 - Maintenance waivers still approved by the DDHO
 - FWD Testing to be approved by DDHO
 - Correct transmittal memo
 - Memo should indicate the number of lanes to be closed



Changes in the Interstate Lane Closure Policy

Proposed Changes

- **Updating the lane closure schedules with newer traffic counts**
 - Hourly volumes used; adjusted to 2008
 - Volumes compared against capacity (1400 pce)
 - Queuing analysis performed where volume exceeded capacity
 - New closure schedules for about one-half of the system
 - For example- much of the I-65, I-69 & I-70 corridors would be “NIGHTTIME ONLY”
- **Schedules given in table as well as map form**



Changes in the Interstate Lane Closure Policy

Queue/Delay Analysis Programs

- **Quickzone**

<http://www.tfhrc.gov/pubrds/08jan/05.htm>

- **Synchro/SimTraffic**

http://www.trafficgroup.com/services/synChro_simtraffic_2D_simulation.html

- **Corsim**

<http://www-mctrans.ce.ufl.edu/featured/TSIS/Version5/corsim.htm>

- **QUEWZ98**



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Questions???????

**END
CONSTRUCTION**

